









Mr Sharp: Did the Engineers do their duty?  
Prisoners' counsel strongly objected to any such question being put, as that was the question for the Jury.  
Mr Sharp said he would put the question in another form. "Had the Engineers performed their duties in a proper manner, could the boilers have been in the condition in which you saw them?"

Messrs Francis and Brereton objected to the question on the ground, that it was the question which the Jury had to decide, and by Mr Brereton that it was only a matter of opinion and not that of an expert, and it was not a question on which an expert was allowed to give an opinion.

Mr Francis referred to paragraphs 1276 and 1278 of Taylor on Evidence, Vol. II.

Mr Sharp withdrew the question.  
Examination continued.—By Mr Brereton:—The corrosion was caused by the action of water and steam. The line of corrosion was generally close to the angle iron on the plate which was blown out. All the stays were badly corroded. The flocks of the stays are thicker than the other part, I only judged by the appearance. Corrosion in a boiler is very capricious, it usually takes place where the attachments take place. I find it so therefore, the backs of the stays would be thicker than the other part. I am of opinion that the corrosion was the result of chemical action. H.M.S. Fly has similar but thicker stays, but her boilers are smaller, and are high pressure. Specifications for boilers for the Royal Navy, I have never known of any boiler of the same diameter as the Fly being fitted with similar stays. It is a fact that even small boilers are only fitted with gusset stays because ordinary stays would not allow space for the examination of the boilers. The stays in boilers generally are round and longitudinal extending from end to end of the boiler. I must say that I do not condemn gusset stays; it is only a question of strength or thickness. Having regard to the diameter of the boiler of the Fly, I do not consider gusset stays were unfit to be used providing they were thick enough. If I had to make the stays for the Fly's boiler I should make them of an inch thick; I should be enough to resist pressure, but allowing for wear I can see no objection to putting Thornicroft iron in. On board the Audacious there are one chief engineer, four engineer officers and five working engineers, or engine room artificers. The full boiler power is never really used on board the Audacious, except twice a year for testing purposes.

By Mr Francis:—I made the examination of the Fly's boiler as a matter of duty; I confined my attention more especially to the gusset stays, as I was of opinion owing to my having seen the broken boiler plate that that was the place where the fracture had taken place. I could tell if it was Lowmoor iron if it was tested. The edges of the plate show clean fracture. Between the second and third stays on the boilers there was a fracture, and you could put a knife in between the stays. My attention was drawn to inspect this place by a mark very faint but distinct, on the piece of plate in the Compound, iron whilst corroding might retain all the appearance of ordinary iron and yet have lost its substance, its specific gravity would be much less. Its corrosion might easily be ascertained by tapping, but it might escape casual inspection. There is a deposit of mud and earthy matter on the angle irons and edge of the stays; this contains a deposit of oxide of iron. A considerable portion may have been blown away at the time of the explosion. When it has been there for a long time it obtains a considerable consistency. This deposit would be greater wherever there was a wash of water, as for instance near the angle irons. It would, in my opinion, increase the rapidity of corrosion if the boilers were alternately filled with fresh and salt water, that is suppose the boiler was not cleaned properly. If the boiler was leaky the corrosion would corrode much more rapidly than fresh water; I mean of course river water. Anything which caused a galvanic agency to be set up would increase the rapidity of the corrosion. The ordinary copper pipes would have a local effect. It is possible that all the stays may have been all connected by decayed iron before the explosion occurred. I have formed no opinion as to which part of the plate gave way first. It might be the plate may have given way first where the flaw was found in the edge of the plate.

By Mr Sharp:—I am of opinion that a monthly examination of the boilers should have been made. If a plate of iron was corroded right through you could have your self through it. I have done this before myself; a very slight tap with a hammer would expose corrosion.

Henry Clay Bailie was next examined. His evidence was nearly the same as at the Coroner's enquiry. He examined the port boiler by request of Mr Craig.

Prisoners' counsel objected to any question with reference to this boiler, and Mr May noted their objection, but ruled that the examination should proceed.

Witness continued; and described the condition in which he found the stays. He should have weighed the valve to 15 lbs. when he had ascertained the condition of the boiler, and should have carried 10 or 12 lbs. of steam; should consider this safe. He did not examine the starboard boiler.

By Mr Brereton: I know the stays were gone of the starboard boiler, so my attention was particularly drawn to the stays of the port boiler. I was sent there to do so by Mr Craig. I expected to find some corrosion. Assuming the boiler to be fairly sound I should weight the safety valve to 20 lbs. I have never seen gusset stays used with this kind of boiler. I have never seen them in boilers of the same description as the Fly.—I mean both as to size and form. I do not consider it was right to have put gusset stays in boilers like the Fly's. I think the engineer could remove them himself. I think an engineer who had been accustomed to round stays, might have been mistaken as to the durability of flat stays.

An engineer going into the boiler and finding the front end of the stays were all right and thick and not having his attention called specially to the end where they were corroded might imagine they were all sound and safe. A plate of a boiler that shows any leakage or weakness can be remedied by a patch without any danger of explosion at the patched part; such patches are frequently put on. I have myself seen boilers so patched; that you could not see the original boiler for patches; I ascribe the corrosion to the wash of the water in the boilers.

By Mr Francis:—I did not examine the stays of either boiler.

The enquiry was then adjourned till 10 o'clock tomorrow.

The prisoners were released on bail as before.

Sam Ngow and twenty-four others were charged with gambling in a house No. 28, Tank Lane. They were arrested on a warrant granted by the Superintendent of Police by P. O. Rooney, No. 80. The first three prisoners were remanded till to-morrow, the others were discharged.

Lo Awah, a fisherman, and Wong A-In, a carpenter, were charged on remand with having been found in a boat for a supposed unlawful purpose. They were arrested by Sergeant Grant who found in the boat 4 swords, 2 spears and a jar containing powder, bullets and caps. Mr Russell remanded the case till Monday, to enable the Police to make further enquiries.

Chung Atal, a seaman, and Lo Awah, a gardener, were charged on remand with wounding two boatwomen and stealing their bangles and ear-rings in a boat, and were further remanded till to-morrow (Friday).

LABOURERS.  
Mak Aying, a shop coolie, was sent to 4 months' hard labour for stealing sundry articles of clothing from a friend who had taken him in and fed and housed him.

## CORRESPONDENCE.

## ST. ANDREW'S BALL.

To the Editor of the "CHINA MAIL."

Hongkong, Dec. 6, 1877.

Sir,—Whilst entertaining the greatest respect for the natural instincts of "Gang Forward" which would have any Public Scotch display thoroughly national, I think he will find some difficulty in obtaining an endorsement to his opinion that Scotchmen have not good reason to feel satisfied with the Bill of Fare with which they entertained the Residents on Friday night. I have for some years attended balls in this Colony, and I do not recollect any one which was a greater success in almost every respect.

Tonching his remarks and those of "A Hibernian" relative to the want of good breeding displayed by some individuals in the matter of opposites in square dances, he has done very good service by bringing this matter forward. It is quite time that such ill-bred behaviour should receive some check, for "St. Andrew's" is not the only Ball at which such bad manners have been displayed. Even at Government House I have seen the same thing occur, and at the very select and semi-private Tarantula Balls, it has been of frequent occurrence. Indeed, even the private residences of the self constituted "leading people" of this very miscellaneous community are not exempt from a display of such conduct, for a lady at a dance in one of them, some time ago, immediately after observing to her partner, "How nice these private dances are, where one meets only one's own set," broke up a set of lancers with a will at dawn. Surely your *vi-d-vis* I will sit down. Surely one stage can be taken to put a stop to this kind of thing occurring at a public ball. Let us trust that some of the delinquents will take the hint from the ventilation which the subject has recently received through the means of your widely-read journal, and mend their manners before they again appear in public. If you can find room for these observations in your next issue, I shall feel obliged.

Yours

"ANTI-OLIQUE."

[With the hope expressed above, that those who have behaved rudely will not do so again, the correspondence concerning the St. Andrew's Ball may fitly close. While still of opinion that it was one of the most successful public balls in Hongkong, we fear it was not without its little unpleasantnesses, though they seem to have been of a kind that the Committee of Arrangements could not possibly prevent.—Ed. C.M.]

## DIARY OF THE WAR.

(Compiled from Daily Papers.)

Friday, Oct. 19.—Further news has been received respecting the fighting at Abdoja Daghi, which fully confirms the reports first published as to the severe defeat which the Turks sustained. The news of the victory reached Russian headquarters in Europe while the troops were at prayers. The colours of each division were at once unfurled, and the news was received with loud cheering. The Czar telegraphed the intelligence to the Emperor of Germany, and within an hour and a-half received the Kaiser's congratulations. The weather in Bulgaria is very changeable. Although it had for some days been favourable, and the roads were rapidly drying, the latest telegrams state that the rainfall had again commenced. The victory in Asia has given renewed confidence to the troops in Bulgaria, and greater activity is perceptible both before Plevna and on the Lom.

Saturday, Oct. 20.—The recent successes of the Russians in Asia have induced them to commence a new movement against Kars, whither siege material is being transported. An order of the day has been issued praising the generals, and already there has been a distinct air of honour. News has been received at the Seraskierate, though not officially transmitted, that the division commanded by Raschid Pacha, which maintained the ground during the recent defeat of Mukhtar Pacha's forces, has succeeded in breaking its way through the enemy's lines, and is now at Kars. The siege of Plevna has been renewed with great activity. The official account states that the Russians are firing at long intervals, salvoes concentrated on one point, and these produce considerable effect on the Turkish positions. The Czar has addressed his staff, and declared that he and all the members of the Imperial house will remain with the army. A Constantinople telegram says that Bakr Pacha has dislodged a detachment of Russian troops at Popkoi.

Monday, Oct. 22.—From both Turkish and Russian sources we have information of a repulse sustained by the Roumanians before Plevna. It is stated that the latter succeeded in occupying one or two positions, but that after a most sanguinary struggle they were driven from them. Fire was re-opened by the Russians in the Schipka Pass on Saturday with great vigour, causing, however, but little loss. In an attack made the previous day they lost 200 killed and 400 wounded. From the line of the Lom, and even from the Dobrudzha, sharp fighting of skirmishing is reported, and it would appear that a threatening demonstration against Kars, opposite Silistria, is in progress. At Constantinople the Turkish situation in the vicinity of Kars is not considered desperate, and official intelligence says that Raschid Pacha has repulsed

of Asia forth that he occupies an important position twelve hours' march from Mukhtar Pacha. The Porte has sent orders to Erzerum and Batoum to send all the available troops to Mukhtar Pacha's relief, while all the troops that can be despatched from Constantinople are being sent to Trebizond.

Tuesday, Oct. 23.—The special correspondent of the Standard with Ghazi Osman's army sends interesting particulars respecting the present state of Plevna and the country along the road to Sofia. The Turkish troops are reported to be in splendid condition and well provided. The attacks made on them are easily repulsed, and the Roumanians seem to be thoroughly disheartened. All those who cannot be of any use in defending the town have been ordered out of Plevna. Very good weather prevails, and extensive supplies are reaching Plevna; the live stock being, in fact, so numerous that some difficulty is found in feeding them. Details of the fighting for the possession of the redoubt before Plevna have been given in a Russian official despatch, from which it appears that two attacks were made by the Roumanians on the 19th inst., in both of which they were repulsed, and finally compelled to withdraw. Their loss is set down at 2 officers and 200 men killed, and 20 officers and 707 men wounded. A fight has taken place near Hain Boghar, in the Balkans, where the Russians were defeated with considerable loss. From Schumla we hear that the Roumanians have attacked the Turkish positions on the White Lom, and a serious movement is evidently in progress in that quarter. Bakr Pacha has made a reconnaissance as far as Popkoi without meeting with the Russians; beyond that place, however, he found that they had established batteries, which opened fire upon the Turks, who, consequently, returned to their camp. The bridge over the Lom was found to be intact. Russian official accounts give information of some alleged victories in Asia. In particular, it is stated that the troops of Ismail Pacha were defeated by General Turgutkassoff, who pursued them during their flight.

Wednesday, Oct. 24.—There are several reports of fighting in the east of Bulgaria, but at present details are wanting. It is believed that a battle between the army of the Czar and the Turkish troops will conclude the campaign this year. From Biela we hear that General Zimmernan is ordered to harass Suleiman in the rear while the Czar's forces push forward against Rasgrad, to which place Suleiman Pacha has retreated. The Russians are reported to be advancing in the direction of Jablets with the intention of again cutting off the Turkish communications with the Plevna road. Preparations have been taken to hold this road by Chetkoff Pacha, who is strengthening this important point. Mukhtar Pacha's safe and occupies a strong position at Yenikoi on the Erzerum side of the Soghanli Daghi. A Russian column, *vis-à-vis* the Soghanli, seriously menaces the retreat, and consequently the junction of Ismail with Mukhtar Pacha. Kars is completely blockaded, and an assault is expected. General Turgutkassoff is following the retrograde movement of Ismail Pacha. A large Russian headquarters were at Grometokma.

Thursday, Oct. 25.—From several parts of the theatre of war in Europe there are reports of active operations. Incessant artillery firing is being carried on by both sides at Schipka and the bombardment of Rusehuk continues, but the most important news is that the expected attack on Plevna has commenced. The bombardment is described as being formidable, and a telegram from Constantinople states that the enemy's projectiles are directed to the interior of the town. In Asia the Russians have been repulsed in another attack on Kars. Information has been received at Constantinople, stating that the position occupied by Mukhtar Pacha at Yenikoi is very strong. Reinforcements have already reached him from Erzerum, and a large addition to these are on the way. It is calculated that when Ismail Pacha has joined his forty-seven battalions will be added to the entire strength.

## LONDON GOSSIP.

Oct. 26th.  
The Midland Railway Company have (the *Leeds Mercury* understands) decided to permanently adopt a new style of carriage for their line. The proposed first-class carriage will be almost similar to the Pullman drawing-room cars at present in use upon this railway, to ride in which no extra charge above the ordinary first-class fares will be demanded. The carriage will be open throughout, but for persons of a retiring disposition a space at the end of each carriage will be provided, so that the semi-private carriage may be enjoyed. The third-class carriages will be laid out upon the same plan, but the wheels will be on the "bogies" principle, and the carriages will, in weight, be equal to three of the present ordinary carriages.

The Jesuit Father Cunei has been expelled from the Society of Jesus for having in his works supported the idea that the temporal power of the Pope is not a necessary institution.

A merchant prince at Manchester lately engaged a rising young painter for the purpose of having his own portrait in oil conveyed to posterity. The terms were arranged. "How long do you think it will take?" asked the model. "Perhaps fifteen days," was the reply. Sitting down, and the artist entered so heartily into his work that in eleven days a portrait was done.

"Why," asked Cunei, when the fact was announced to him, "do you intend supplanting four days' work?" "It does not matter at all," the portrait is finished," answered the painter. "Well, sir, this is not business," we said a hundred guineas, and fifteen days' work. I am quite ready to stand the price, but you ought not to spend an hour less upon the work than was agreed upon." There was no use in arguing with such a man. The four sittings his brush again, and spent four little in the portrait the same of his patron.

The Omnibus Company of Paris, a monopoly, refuses to roof the tops of their vehicles, alleging the amelioration would attract too many passengers; it is established that tram-cars are one-third cheaper than buses.

The following glowing and exciting account of a true hero is from an American paper:—

Perhaps the most magnificent act of heroism ever performed in this vicinity was witnessed during the performance of Yre-

paugh's circus at Reno. The lion-tamer was giving an exhibition of his control over the ferocious brutes under his charge, when suddenly he was observed to turn pale and tremble. The largest lion of the six in the cage had displayed unusual sullenness and anger, and now refused to obey its master.

With glaring eyes it snatched at the corner, and evidently meditated a spring. The trainer recovered his self-possession in a moment, and keeping his eye firmly fixed upon that of the huge beast, he made a dash with his raw hide over the lion's head, and the infuriated lion bounded in either hand, the powerful man held the brute off for a desperate moment by main strength. An electric thrill of horror ran through the crowd, which surrounded the cage in an instant. The beasts in the other pens shrieked and roared in chorus. It is in a moment like this that the real heroic element asserts itself. Without turning his head in the least, the brave man firmly whispered "Pam-me a small boy!" One was instantly seized and crowded through the bars. With one superhuman effort the trainer thrust the boy into the hot, closing jaws, and then bounded lightly aside. A snarl, a few savage crunches, and the beast turned again for its prey. But the hero was gone! The door snapped behind him, and gasping "Saved!" he faded in the arms of the cheering concourse.

A blind mendicant, in Paris, wears this inscription round his neck:—"Don't be ashamed to give only a sou. I can't see." Medical students who are in the habit of playing "pranks" will do well to note the particulars of a case which was heard at the Shoreditch court a few days ago. A lively stable keeper used a medical student for three guineas for "disfiguring a cob pony with lampblack, thereby making her unfit for use until she was thoroughly cleaned." The plaintiff, it appeared, left the pony, whose natural colour was milk-white, outside a public-house in charge of a boy for about five minutes. On emerging from the establishment he looked about for his pony but could not see it anywhere. In its place, however, was what seemed to be another pony "as black as a beetle." The boy who had charge of the animal assured him that it was his pony, but could give no explanation of the sudden and remarkable change that had taken place in its appearance. All that the boy could say was that a gentleman had been "examining the pony" during the plaintiff's brief absence. A frightful row ensued; the plaintiff, adhered to his statement; and a crowd collected, who added fuel to the plaintiff's indignation by unreasonably jeering him.

The plaintiff insisted that the pony had been changed; but on calling it by its name the intelligent creature showed by its recognition of its master's voice that it was in truth the pony that but a few minutes before he rejoiced in a coat of spotless white—but, alas, how changed! From head to tail it had been daubed with a coating of lampblack, and was converted, as the plaintiff informed the judge, into "a complete guy, the queerest-looking animal you ever saw. She was before as white as milk; now she was as black as a coal." The pony was taken home and thoroughly washed, but caught a severe cold in the process, and was unable to appear in public for three days. Even then it was impossible "to get the lampblack out of her, and she shone like a beetle." The judge made an order for the amount claimed, and the defendant, who it was stated, "is well known in the neighbourhood for his mischievous pranks," will, it is to be hoped, now devote himself in earnest to the pursuit of medical science.

## SOME IMPROPRIETIES OF JUSTICE.

In the interests of the public convenience and of the decorous administration of justice, it becomes our duty to make some remarks and to enter into some considerations affecting a subject which assuredly cannot claim the merit of being an attractive one. It is of the felon's dock in which prisoners are examined at the police offices, and in which they are tried at the assizes, that we desire to speak. We do not wish to disguise the fact that there is a good deal which is essentially repulsive about the whole apparatus of criminal procedure. Not without reason did Charles Dickens apply the epithet of "villanous" to a police-court; for more ugly, squalid and inconvenient places than the dens in which our stipendiary magistrates are compelled to sit it would be difficult to find in any civilised land. At the Central Criminal Court some attempt is made, it is true, to invest the aspect of the tribunal with dignity and splendour. The Lord Mayor and a quota of the Aldermen being joined with Her Majesty's Judges in the Commission the opportunity is taken to light up the narrow dingy old chambers with some beams of civil pomp. The functionaries from Guildhall make their appearance on the bench resplendent in robes and chains; the Sheriff sweeps from court to court as though they had a world of business on their hands; even the Under-Sheriffs appear in the bravery of knee-breeches, lace, ruffles, and steel-tipped swords. The Ordinary bustles about in his gown and bands; and as nothing can be done in the City without a little conviviality, the Judges, the municipal grandees, and a delegation from the bar meet upstairs after the adjournment of business to discuss at a well-spread board those marrow puddings and that prime old for which the Beestons House at the Old Bailey is renowned. Not the least of the working machinery and tools of the criminal law uninviting and ill-favoured. Within a few yards of the apartment in which the grandees in wigs and gowns and gold chains are so gallantly feasting the galloways sleep sullenly in their black shed. Hard by the Place of Torture, with its whipling-block, fencible to which three generations of rogues have been valued. In the Judge's wig box lie the fatal black cap, and were the foot of the dining-room—*adieu*—to the makers might be precipitated into the dismal area as a coup in which many lost watches have stood to hear the recital of their crimes and to listen shudderingly to their doom—the dock.

Abhorrent, then, to the fastidious as many of the implements of justice may be, it is clear that when things are found to be out of gear or behind the requirements of the age, they must be taken in hand, examined, and amended. The galloways and all its hideous accessories have been reformed, and a modern murderer swings in a fashion very different from

that in which a culprit was strangled hundred years ago. It was found not long since that Mr. Calcraft's cat-o'-nine-tails was an inefficient instrument; and the cat has been remodelled accordingly. Newgate itself has been turned literally inside out, an elaborate cellular system has replaced the old abuse of association. But nothing has been done for the dock beyond removing the inverted mirror which used to be placed at a particular angle over the prisoner's head; and our contention is that the dock, both in the police and the assize courts, is a most cumbersome and barbarous affair, and that alike in structure and arrangement it needs immediate reform. It can scarcely have escaped attention that on several occasions lately, during the protracted examination, still in progress, of the detectives and the solicitor of Bow-street, one of the defendants has asked and obtained the solicitor's table, "in consequence of the crowded state of the dock." We contend that the mere fact of the dock being too small for the accommodation of five prisoners is in itself scandalous, and that the circumstances of a prisoner having to squeeze his way out of the place allotted him, to take up his position elsewhere, is as preposterous as though the magistrate had to sit on the floor of the court while the lawyers on either side went outside and addressed his worship through the open windows, and the reporters were favoured with lying-down room on the roof, and listened to the case through the skylight. It will not, again, have been forgotten in connection with this same overdrawn inquiry at Bow-street, that repeated allusions have been made to communications which passed between the convicts Benson and Kurr, when, with Bale, Stanning, and the others, they stood to take their trial in the dock of the Central Criminal Court. The Governor of Newgate sits, as is well known, at a desk in the corner of the dock aforesaid; but it would be manifestly impossible for Mr. Sidney Smith to prevent whisperings and communicative nudgings between the accused when so many as half-a-dozen prisoners were huddled together. There are police constables outside the dock; but they are equally powerless to prevent conversation in an under tone among the accused. Now, in denouncing an evil, we are not necessarily bound to suggest a remedy for it; yet we will proceed very briefly to point out how the grievance of which we complain may be amended. It is to be done simply by changing the existing dock into the semblance of a jury box. That which is wanted are two or three rows of forms rising amphi-theatricaly one above the other, and forming, in short, a counterpart of the French *banc des accusés*. A single prisoner taking his place in this new dock should have, as in France, a warder or a police constable on either side of him. If there were two prisoners, three constables would be needed; one on the "off" side of each defendant and one between them. If there were half-a-dozen prisoners—a number which may fairly be accounted an extraordinarily large one—the contingent of attendant constables would be seven. Each defendant would thus have a custodian to his right and to his left hand. He would be literally hemmed in and substantially walled up, and it would be impossible for him to exchange a single word with his companions in tribulation. We are assuming that the most conservative student for our time-honoured but somewhat time-worn institutions will not deny the advisability of preventing communication in the dock from holding communication with one another.

Whoever it is suggested to replace an old practice by a new one, and the new usage happens to be of foreign origin, a protest against the innovation as being "an-English" is pretty sure to arise. Thus there is one feature connected with the French *banc des accusés*, the introduction of which might in the outset, awaken invidious comment. It is not held to be essential to the majesty of a French court of justice that the accused person should stand during the whole of the proceedings. It is thought to be quite sufficient ignominy for him if he occupy the *banc des accusés* at all. He is brought in between his two gendarmes; and while the act of accusation is being read he sits down. During his interrogatory by the presiding judge he is made to stand; but during the examination of the witnesses and the arguments of counsel he resumes his seat. Again, when sentence is about to be pronounced he is bidden to get on his legs. This system appears to us to be as rational as it is humane. There is something positively cruel in forcing a man who may be perfectly innocent of the crime brought against him, to remain perhaps from morning until night, and for several successive days, in a standing position. Interesting murmurs, it is true, are generally allowed, as a matter of favour, to have a chair; and it used to be said of a late distinguished Judge that the greater the alacrity with which he acceded to the prisoner's request for a seat, the greater was the certainty that the prisoner would be hanged. The traditional English theory is, however, that from the moment when a man pleads to the moment when the Judge pronounces sentence the prisoner should stand. The usage dates from pre-Plantagenet times. In illuminated manuscripts of the twelfth century may be seen pictures of courts of criminal judicature, in which the prisoner, ragged, unkempt, and shackled stands "at the bar"—literally a wooden barrier separating him from the body of the court. The formula of pleading still retains the expression, "prisoner at the bar," but the prisoner is in reality the man in the dock. In olden times behind the hangman, not necessarily to execute the prisoner than and there, but to tie his thumbs tightly with whiplash, or to burn him in the hand with a hot iron if he could say his "neck-verse," and so claim benefit of clergy. In the rear of the bar was an abominable pen called the ball dock, in which defendants who had surrendered to their recognisances and prisoners awaiting trial were herded together in the midst of indescribable stench and squalor. Here the seeds of disease brought from the interior of the prison germinated and blossomed until they burst forth in the rank luxuriance of gaol fever at the bar, to infect and slay the Judges on the bench, the counsel, the jury, and the spectators. The modern dock is only the old ball dock cleansed from its filth and cleared of its extraneous occupants and brought forward to the place of the bar. It is a mere pen, unworthy of civilised country, and its entire arrangement should be altered. During what portions of the trial the prisoner should be made to stand up or permitted to sit down might safely be left to the discretion of judge and magistrates; but it is to the construction of the present dock

and the manifest irregularities which that construction favours that we principally take exception; and we are the more strongly impelled to direct the attention of authority to the matter by the circumstance that the building of the New Police Court in Bow-street will afford an excellent opportunity for providing a new dock for prisoners—a dock constructed on the principles of humanity and common-sense.—Daily Telegraph.

## Quotations.

Hongkong, December 6, 1877.

OPIMUM.—New Patna, cash, \$640

credit, —

Old Patna, cash, — None

credit, —

New Benares, cash, 605

credit, —

Old Benares, cash, None

credit, —

New Malwa, cash, 725

credit, —

Allowance, —

Old Malwa, cash, 735

credit, —

Allowance, —

Teal, —

## Exchange.

Bank, on demand, ... 8/10

30 days' sight, ... 8/10

6 months' sight, ... 8/11

Credit, ... 8/11

Documentary, 6 months' sight, ... 3/11

Bombay, demand Rupees, ... 224

Calcutta, ... 224

Shanghai, demand, ... 725

30 days, ... 735

Bar Silver, 17, dwt. B., ... 10%

Sycee, ... 9

Mexicans, ... 1 p.c. pm.

Gold Lead, ... 23.20

English Sovereigns, ... 5.08

Australian Sovereigns, ... 5.06

Discount, ... 8 a 10

## Shares.

Hongkong Bank, 57 prem.

Union Ins. Society of Canton, \$1,100

China Traders' Ins. Co., \$2,800

Chinese Insurance Co., \$587

Yongtze Ins. Assoc., Tia. 630

North China Ins. Co., Tia. 660

H.K. Fire Ins. Co., \$685

China Fire Ins. Co., \$175

H.K. & W. Dock Co., 10% dis.

H.K. & M. S. Boat Co., 21% dis.

Shanghai Steam Navigation, Tia. 26

Hongkong Gas Co., \$75

Hongkong Hotel Co., \$58

Chinese Imperial Loan, \$104

## Temperature.

(Taken at Messrs Falsener & Co's Premises

Queen's Road.)

HONGKONG, December 6, 1877.

BAROMETER—9 A.M. ... 30.200

Do. 1 P.M. ... 30.180

Do. 4 P.M. ... 30.120

THERMOMETER—9 A.M. ... 67

Do. 1 P.M. ... 68

Do. 4 P.M. ... 67

Do. (Wet bulb) 9 A.M. ... 67

Do. Do. 1 P.M. ... 68

Do. Do. 4 P.M. ... 68

Do. Maximum ... 69

Do. Minimum over night ... 66

## Shipping Intelligence.

The following is corrected from the latest

London and Colonial Papers:—

## VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From. Remarks.



## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "BELGIC" will be despatched for San Francisco via Yokohama, on SATURDAY, the 8th December, at 2 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 7th December. PARCEL PAUKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

A Reduction is made on Return Passage Tickets.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, November 27, 1877. de8

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE,

ADEN, SUER, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

Also, PONDICHERY, MADRAS, CALCUTTA AND BOMBAY.

ON THURSDAY, the 18th December, at Noon, the Company's S. S. "HONG KONG" will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 p.m., Species and Parcels until 3 p.m. on the 18th December, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY, Agent.

Hongkong, December 3, 1877. de18

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF TOKYO will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 13th December, at Noon, taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER CENT on regular rates is granted to OFFICERS OF THE ARMY AND NAVY, AND MEMBERS OF THE CIVIL AND CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until 4 p.m., 18th December. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, November 27, 1877. de19

## DEVUE'S BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVUE'S BRILLIANT" are stencilled on the cans, and the words "DEVUE & CO. PATENTS" are stamped on the top of the can.

THE DEVUE MANUFACTURING CO., 80 Beaver and 127 Pearl Streets, NEW YORK, U. S. A.

## Notices to Consignees.

BRITISH STEAMER "BIRTHE," LANCLET, Master, FROM LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed, that their Goods are being landed and stored at their risk in the Godowns of the Under-signed, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.

Goods remaining in store after the 9th Instant will be subject to rent.

No Fire Insurance has been effected. Optional Cargo will be forwarded unless written notice to the contrary is given before To-day, the 3rd Instant, at 1 p.m.

Bills of Lading will be countersigned by Wm. PUSTAU & Co., Agents.

Hongkong, December 3, 1877. de9

FROM LONDON AND PORTS OF CALL.

THE Steamship "Gordon Castle" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk by the Under-signed into their Godowns, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Goods will be forwarded to Shanghai, unless notice to the contrary is given before Noon To-morrow, the 3rd Instant.

Cargo remaining undelivered after the 10th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, December 2, 1877. de10

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. "TEHERAN."

CONSIGNEES of Cargo by the above-named Vessel, from Bombay and Intermediate Ports, and in connection with the Steamer "KABUL" from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 10th Instant will be subject to rent.

ADAM LIND, Superintendent.

Hongkong, December 3, 1877. de10

Intimations.

AH YON, SHIP'S COMPRADORE AND STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

KWONG HING CHEUNG & Co., COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices.

Mr. AH YON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAT JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 19, 1877. me19

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SECOND RETURN OF CAPITAL at the Rate of FIVE TABLS per SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inst.

Warrants will be delivered by the Under-signed to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 8th Instant, inclusive.

By Order, RUSSELL & Co., Liquidators.

Shanghai, October 2, 1877.

Volume Sixth of the "CHINA REVIEW."

Now Ready.

No. II.—Vol. VI.—OF THE—"CHINA REVIEW"

CONTAINS—

The Rhymes of the Shi-king. Brief Sketches from the Life of K'ung-ming. (Continued from Vol. V, page 387).

The Wild Silk-worms of the Province of Shantung. Notes on Chinese Grammar (Continued from Vol. V, page 392).

Geographical Notes on the Province of Kiangsi. Translations of Chinese School-books. Short Notices of New Books and Literary Intelligence.

Notes and Queries:—Bankruptcy in China. The Share taken by Chinese and Bankers respectively in the Government of China. Laws of Sale amongst the Chinese. Studies in Words.—Roots Meaning One.

The Character of Chinese Antiquity. Shin versus Shangti. A Chinese Primer. A Bare Manchu Ode. Were Yao and Shun Historical Persons? Native Literature on Chinese Porcelain. Books Wanted, Exchanges, &c.

China Mail Office, Hongkong, October 21, 1877.

## Intimations.

VICTORIA REGATTA, 1877. TWENTY-SECOND MEETING.

FRIDAY AND SATURDAY, 21st and 22nd December, 1877.

PATRON: HIS EXCELLENCY JOHN POPE HENNESSY, C.M.G.

VICE-PATRON: COMMANDER WATSON, R.N.

SEWARD: H. B. GIBB, Esq., Hon. W. KESWICK, W. H. FORBES, Esq., Hon. Col BASSANO, H. HOPKINS, Esq., O.B., G. B. EMORY, Esq.

COMMITTEE: T. JACKSON, Esq., CHAIRMAN. Major BRODIE, 25th Regiment, Esq., H. E. WOODHOUSE, Esq., Lt. R. S. F. WALKER, 28th Regiment, Esq., E. L. WOODIN, Esq.

DUDLEY C. TRAVERS, Esq., Honorary Secretary.

JUDGES: J. P. MCBURN, Esq., R.N.

UMPIRES: Rowing..... Hon. C. C. SMITH. YACHTS..... E. BEART, Esq. OPEN SAILING BOATS..... E. BURNIE, Esq.

STARTERS: Rowing..... Hon. C. C. SMITH. YACHTS..... E. BEART, Esq. OPEN SAILING BOATS..... E. BURNIE, Esq.

FIRST DAY, FRIDAY, 21st DECEMBER, 1877.

FIRST RACE.—1 P.M. Junior Sculls. For Single Pair Sculling Boats. Entrance \$5. Distance One Mile. Prize, "Brokers' Cup." Open to any one who has never won a Sculling Race in China and Japan.

SECOND RACE.—1.30 P.M. For Gigs pulled by European Non-Commissioned Officers and Men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Out-rigger Boats excluded.

THIRD RACE.—2 P.M. The "Chairman's Cup," for Four-Oared Canton Outrigger. Distance One mile and a half. Entrance \$10.

FOURTH RACE.—2.30 P.M. For Men-of-War Gigs and Whalers. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. No time allowed for Oars.

FIFTH RACE.—3 P.M. "LADIES' PURSE." For Single Pair Sculling Boats. Distance One Mile. Entrance \$5.

SIXTH RACE.—3.30 P.M. For House Boats and Gigs pulled by Chinamen. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Time for Oars, 6 seconds per Oar.

SEVENTH RACE.—4 P.M. International Race. "Challenge Cup"—presented by the Merchants of Hongkong—for Four-Oared Canton Outrigger. To be won two consecutive years before being held. Distance One Mile. Entrance \$10.

SAILING RACE. For Men-of-War's Boats, any rig. Entrance \$2. First Prize, \$20; Second, \$10.

YACHT RACE. For all Yachts. Entrance \$5. Time allowed for Tonnage, 15 seconds per ton. Cup presented.

SECOND DAY, SATURDAY, 22nd DECEMBER, 1877.

FIRST RACE.—1 P.M. For Gigs pulled by European Non-Commissioned Officers and men of any Regiment or Corps in Garrison, or by European Members of the Police Force. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Winner of Second Race on first day, and out-rigger Boats excluded.

SECOND RACE.—1.30 P.M. For House Boats and Gigs pulled by Chinamen. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. Winner of Sixth Race on first day excluded. Time for Oars, 6 seconds per Oar.

THIRD RACE.—2 P.M. "Members' Cup"—presented by Members of the Victoria Recreation Club—for Four-Oared Canton Outrigger. Distance One Mile and a half. Entrance \$10. Winner of "The Chairman's Cup" excluded.

FOURTH RACE.—2.30 P.M. For Men-of-War Outrigger. Distance One Mile. Entrance \$1. First Prize, \$15; Second, \$5. No time allowed for Oars.

FIFTH RACE.—3 P.M. Senior Sculls. Cup presented by the Press Community. Distance One Mile. Entrance \$5. Winner of the "Ladies' Purse" excluded.

SIXTH RACE.—3.30 P.M. For Officers of H.M.S. "Audacious" against Fleet in harbour. Cup presented by the Members of the Hongkong Club, to be rowed in Canton Fours. Distance One Mile. Entrance \$10.

"American Cup," open to all Members and Honorary Members of the Victoria Recreation Club, to be rowed in Canton Fours. Distance One Mile. Entrance \$10.

SAILING RACE. For all Open Boats. Chinese excluded. Entrance \$3. First Prize, \$20; Second, \$10.

YACHT RACE. For all Yachts. Entrance \$5. Time allowed for Tonnage, 15 seconds per ton. Cup presented by the Victoria Recreation Club.

DUDLEY C. TRAVERS, Hon. Secretary, Victoria Recreation Club, Hongkong, 27th November, 1877.

## Intimations.

VICTORIA REGATTA, 1877. ENTRIES for RACES in the above Regatta may be made to any one of the undermentioned Gentlemen:

H. E. WOODHOUSE, Esq., Lieut. WALKER, 28th Regt., W. HYNES, Esq., C. V. SMITH, Esq., E. BEART, Esq., H. M. SCHULTZ, Esq., or to D. C. TRAVERS, Esq., Hon. Sec., Victoria Recreation Club, Hongkong, November 27, 1877.

AFONG, PHOTOGRAPHER, by appointment, to H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG, and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA, Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. "Tyne," Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, Velvet and carved-wood Albums, Cases and Frames, nice Albums for Cabinet Portraits only, Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors, in Cabinet and Carte de Visite sizes. Coloured Portraits of English Ladies.

Hongkong, August 24, 1877.

A NEW STOCK OF NEXT JOBBING TYPES HAVING BEEN RECEIVED FROM ENGLAND, THIS OFFICE IS PREPARED TO EXECUTE BOOK & JOB PRINTING OF EVERY DESCRIPTION AT REASONABLE RATES. FANCY BALL PROGRAMMES ASSORTED SIZES, IN GOLD AND COLOURS. BALL PENCILS, assorted colours. MENU CARDS, in Gold & Coloured Borders & Patterns.

BOOKS BOUND IN APPROVED PATTERNS.

For Sale. AGREEMENTS FOR FOREIGN-GOING SHIPS, LADY'S AND GENTLEMAN'S WASHING BOOKS, CONTRACT PASSAGE TICKETS, EXPORT CARGO REPORTS, POWERS OF ATTORNEY, CHARTER PARTIES, SHIPPING ORDERS, BILLS OF LADING, PASSENGER LISTS, BILLS OF SALE, LOG BOOKS, WILLS, &c., &c., &c.

Chika Mail Office, 2, Wyndham Street, (Back of Club).

To Let. THE FIRST STORY of the Premises No. 1, Praya East.

Apply to A. HAHN. Hongkong, December 3, 1877.

TO LET. THE Dwelling House and Offices No. 1, D'Aguiar Street, lately in the occupation of Messrs DOUGLAS LAFRAIK & Co. The Dwelling House No. 10, Gough Street. The Bungalow No. 17, Wellington Street.

Apply to DOUGLAS LAFRAIK & Co. Hongkong, December 4, 1877.

TO LET ON LEASE. Possession on the 1st January, 1878. THE Well-known Premises now occupied as the "STAG HOTEL." The House contains: Dining Room, Sitting Room, and 12 Bed-rooms, a large Billiard Room for Two Tables, Pantry, Bath-rooms, and W. C. Also, a Bar, in Queen's Road, and Store attached; Cook House, 2 Boys' Rooms, &c. Gas and Water laid on.

For further Particulars, apply to J. ARMSTRONG, Queen's Road Central, Hongkong, November 30, 1877.

TO LET. NOS. 4, and 6, PEHIM TERRACE, ELGIN STREET.

Apply to LANE, CRAWFORD & Co. Hongkong, July 30, 1877.

AN OFFICE TO LET. Apply to LANDSTEIN & Co. Hongkong, September 15, 1877.

TO LET. HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. KENNEDY. "Blancie Villa." Pok-foe-lum, Furnished. House No. 9, Seymour Terrace. Nos. 9 and 11, Queen's Road Central, with spacious Godowns attached, at present occupied by Messrs BUTTERFIELD & SWAN.

DAVID SARCOON, SOHS & Co. Hongkong, October 15, 1877.

## Insurances.

YANGTZE INSURANCE ASSOCIATION. CAPITAL—Fully Paid-up, £120,000. PERMANENT RESERVE, £250,000. SPECIAL RESERVE FUND, £75,000. Total Capital and accumulations this date, £1,725,000.

Directors: F. B. FORBES, Esq., Chairman. M. W. BOYD, Esq., O. KEANE, Esq., M. P. EVANS, Esq., C. LUGAS, Esq., Messrs. RUSSELL & Co., Shanghai.

London Bankers: Messrs. HARRIS BROTHERS & Co. Agents in: HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates. Subject to a charge of 12% for interest on Shareholders' Capital, ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents. Hongkong, October 1, 1877.

CHINESE INSURANCE COMPANY. (LIMITED.) NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYMPIANT & Co., General Agents. Hongkong, April 17, 1875.

ROYAL INSURANCE COMPANY. THE Under-signed, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company, Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY. Incorporated by Royal Charter and Special Acts of Parliament. ESTABLISHED 1809. CAPITAL £2,000,000.

THE Under-signed, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents. Hongkong, July 6, 1875.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Under-signed having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department. Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department. Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department. Policies issued for sums not exceeding £4,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Under-signed have been appointed Agents for the above Company at Hongkong, Canton, Pootung, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co. Hongkong, October 14, 1868.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED. CAPITAL ONE MILLION DOLLARS.

Directors: KWOK AGHEONG, Merchant. FAY YEE, Merchant. HO SAM, of Hop Yik Chan, Merchant. LEO YEE, of the Yee On Hong, Merchant. LEE SING, of Lai Hing Firm, Merchant. CHEUNG SING YONG, Merchant. CHOW CHAM, Merchant.

Manager—HO AMEL. POLICIES against FIRE granted on Buildings and on Goods stored therein at CURRENT RATES, subject to Discount of 20% on the Premium.

OFFICE, 44, BOWMAN STREET, Hongkong, August 23, 1877. de23

## Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED. HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR PROMPT PAYMENT. TAE B. COUGHTREIN, Secretary.

Hongkong, November 1, 1873.

LANCASHIRE INSURANCE COMPANY. (FIRE AND LIFE.) CAPITAL—Two Millions Sterling.

THE Under-signed are prepared to grant Policies against the Risk of FIRE, on Buildings or on Goods stored therein, on Goods in Mats, on Goods on Board Vessels and on Halls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life, and on two Lives up to £2000.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARRER & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1877.

QUEEN FIRE INSURANCE COMPANY. THE Under-signed are prepared to grant Policies against FIRE, to the extent of £45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a discount of 20% on the Premium.

NORTON & Co., Agents. Hongkong, January 1, 1877.

FOR SALE. SECTIONS B & C of INLAND LOT No. 51, Area 9830 Square Feet. With the 7 DWELLING HOUSES erected thereon, Nos. 85, 87, 89, 91, 93, 95, and 97, WYNDHAM STREET. Annual Crown Rent, \$105.

INLAND LOT No. 90. Measuring to the North 80 ft. Area: South 85 ft. 14,720 Square Feet. East 201 ft. 187 ft. West 187 ft. 187 ft. With the 4 DWELLING HOUSES erected thereon. 2 Fronting Gough Street. 2 Hollywood Road. Annual Crown Rent, \$174.64.

For particulars, apply to J. J. dos REMEDIOS